

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 12/03/2004

NYC04LA050											
File No. 16783		12/20/2003		Covington, KY		Aircraft Reg No. N9469B		Time (Local): 06:18 EST			
Make/Model:		Cessna / 208B				Fatal		Serious		Minor/None	
Engine Make/Model:		Pratt & Whitney / PT-6A-114				Crew		0		0	
Aircraft Damage:		Substantial				Pass		0		0	
Number of Engines:		1									
Operating Certificate(s):		Cargo									
Name of Carrier:		MARTINAIRE INC									
Type of Flight Operation:		Non-scheduled; Domestic; Cargo									
Reg. Flight Conducted Under:		Part 135: Air Taxi & Commuter									
Last Depart. Point:		Covington, KY				Condition of Light:		Dawn			
Destination:		Knoxville, TN				Weather Info Src:		Weather Observation Facility			
Airport Proximity:		On Airport				Basic Weather:		Visual Conditions			
Airport Name:		Cincinnati\Northern Kentucky				Lowest Ceiling:		None			
Runway Identification:		27				Visibility:		8.00 SM			
Runway Length/Width (Ft):		10000 / 150				Wind Dir/Speed:		270 / 005 Kts			
Runway Surface:		Concrete				Temperature (°C):		-9			
Runway Surface Condition:		Dry				Obstr to Vision:		None			
						Precipitation:		None			
Pilot-in-Command		Age: 35				Flight Time (Hours)					
Certificate(s)/Rating(s)						Total All Aircraft:		4095			
Airline Transport; Multi-engine Land; Single-engine Land						Last 90 Days:		265			
Instrument Ratings						Total Make/Model:		770			
Airplane						Total Instrument Time:		UnK/Nr			

The pilot of the cargo flight reported that she arrived at the airplane at 0515 and performed a preflight inspection. The airplane was ready to depart about 0600 and she performed a final walk-around inspection prior to takeoff. The airplane had climbed to 300 to 400 feet above the runway, and was at an airspeed of about 120 knots, when it became "abnormally heavy on the flight controls," and "very unstable about its lateral axis (pitch control)." The pilot elected to reduce the throttle to idle and perform the rejected takeoff procedure. The airplane touched down in snow covered grass, about 85 feet approximately 85 feet off the left side of the runway. The airplane's landing gear collapsed, and the fuselage was buckled near the aft end of the cargo pod. Photographs taken by airport personnel shortly after the accident revealed areas of frost present on the wings and empennage. In addition, ice was observed on portions of the leading edges of the left and right wings. Examination of the airplane did not revealed any mechanical malfunctions. The Cessna 208B information manual, section 4, Normal Procedures, Cold Weather Operations, stated in part: "...Even small accumulations of frost, ice, or snow must be removed, particularly from wing, tail and all control surfaces to assure satisfactory flight performance and handling...." A weather observation taken at the departure airport about the time of the accident included a temperature and dew point of 16 degrees F.

Brief of Accident (Continued)

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File No. 16783	12/20/2003	Covington, KY	Aircraft Reg No. N9469B	Time (Local): 06:18 EST

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF

Findings

1. (C) AIRFRAME - ICE
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE - DETERIORATED

Occurrence #2: HARD LANDING
Phase of Operation: TAKEOFF - ABORTED

Findings

4. TERRAIN CONDITION - GRASS
5. TERRAIN CONDITION - SNOW COVERED

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The pilot's inadequate pre-flight inspection, which resulted in a decrease in airplane performance due to ice, and a subsequent hard landing.